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imagery analysis report

Soviet Fighter Training Facilities (S)

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SOVIET FIGHTER TRAINING FACILITIES (S)**INTRODUCTION**

1. Developments within the flight training programs of Soviet Aviation of the Air Defense Force (APVO) and the Air Forces of the Military District/Group of Forces (MD/GOF) indicate a continuing effort to modernize tactical aviation training forces by phasing out aging trainer aircraft. Satellite imagery from January 1980 through September 1983 has revealed that a change of trainer aircraft has taken place at 40 of the 100 airfields associated with the flight-training program. This change demonstrates the initiative the Soviets are taking to insure that their flight-training program is keeping pace with the upgrading currently underway in the operational units of the APVO and the Air Forces of the MD/GOF. (S/WN)

2. This report contains eight annotated photographs and two tables. (U)

DESCRIPTION**APVO Training**

ployment of FLAGON aircraft at Tikhoretsk and Salsk Southwest Airfields and L-39 aircraft at Grozny East and Stavropol Southeast Airfields (Figure 2). (S/WN)

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Actual flight instruction takes place at seven associated airfields and at the operational conversion training unit at Murom Airfield (Table 1). At Stavropol, FLAGON and MAYA aircraft, augmented with FLOGGER and L-39 aircraft, are used in pilot training.

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4. The most significant change at the APVO training facilities during the reporting period has been the July 1980 introduction of FOXHOUND A aircraft at Murom Airfield (Figure 1), which has historically been associated with new aircraft deployment in the APVO. The FOXHOUND A is a twin-engine, two-seat, all-weather interceptor and is the first Soviet aircraft with a true lookdown/shootdown capability². Other aircraft upgrading associated with APVO training includes the de-

Fighter Training

6. Fighter training is currently conducted at six higher military aviation schools that include a total of 48 airfields, 16 of which have had aircraft upgraded since 1980. This upgrading has generally entailed the introduction of L-39 aircraft although, in some instances, upgrading to FLOGGER and FITTER aircraft have occurred. (S/WN)

(Continued p. 7)

Table 1.
APVO Aviation Schools and Associated Airfields

A. Stavropol Higher Military Aviation School

Airfields/BE Number	Military District	Aircraft Currently Assigned	Remarks	
1. Mikhaylovskoye [redacted]	North Caucasus	FLAGON A	Construction on parallel taxiway since June 81 is probably complete: FLAGON A replaced FAGOT/FRESCO	25X1
2. Grozny East [redacted]	North Caucasus	L-39, MAYA	L-39 first seen in Aug 80	25X1
3. Ordzhonikidzevskaya [redacted]	North Caucasus	MAYA		25X1
4. Tikhoretsk [redacted]	North Caucasus	FLAGON A, D	FLAGON D first identified in Apr 81	25X1
5. Salsk Southwest [redacted]	North Caucasus	FLAGON A, D, F; FLOGGER	FLOGGER first identified in Feb 82	25X1
6. Stavropol Southeast [redacted]	North Caucasus	L-39	L-39 replaced MAYA in Aug 80	25X1
7. Marinovka [redacted]	North Caucasus	FLAGON A, C		25X1

B. Operational Conversion Training Unit

1. Murom [redacted]	Moscow	FOXBAT A, FOXHOUND A, FLAGON F, FLOGGER B/G	FOXHOUND A first identified in Jul 80	25X1
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Table 2.
Airforces of the MD/GOF Training Schools and Associated Airfields

Airfields/BE Number	Military District	Aircraft Currently Assigned	Remarks
A. Fighter Training			
Armavir Higher Military Aviation School			
1. Armavir [redacted]	North Caucasus	FLOGGER B, FISHBED D/F	25X1
2. Khanskaya [redacted]	North Caucasus	FISHBED D/F	25X1
3. Armavir Southwest [redacted]	North Caucasus	FISHBED D/F	25X1
4. Kazi-Magomed [redacted]	Transcaucasus	MAYA	25X1
5. Salyany [redacted]	Transcaucasus	MAYA	25X1
6. Sangachaly [redacted]	Transcaucasus	MAYA	25X1
Borisoglebsk Higher Military Aviation School			
1. Borisoglebsk East [redacted]	Moscow	FISHBED D/F	25X1
2. Povorino South [redacted]	Moscow	MAYA	New airfield completed in 80-81 25X1
3. Buturlinovka [redacted]	Moscow	FISHBED D/F, L-39	25X1
4. Zherdevka [redacted]	Moscow	MAYA	25X1
5. Otkhozheye [redacted]	Moscow	MAYA	25X1
6. Ryazhsk [redacted]	Moscow	MAYA	25X1
7. Staro-Yuryevo [redacted]	Moscow	MAYA	25X1
8. Kaluga/Vorotynsk [redacted]	Moscow	MAYA, FRESCO, MIDGET	MAYA first identified in Jul 82 25X1
Chernigov Higher Military Aviation School			
1. Chernigov [redacted]	Kiyev	L-39, FLOGGER B/C, FISHBED J/K/L	Phase-out of FISHBED/MONGOL in Jan 82 25X1
2. Chervonoye/Pustogorod [redacted]	Kiyev	FLOGGER B	FLOGGER B replaced FISHBED in Sep 80 25X1
3. Konotop [redacted]	Kiyev	L-39	L-39 replaced MAYA in Jun 80 25X1
4. Chernigov West [redacted]	Kiyev	L-39	25X1
5. Gorodnya [redacted]	Kiyev	L-39	L-39 replaced MAYA in Feb 81 25X1
6. Dobryanka West [redacted]	Kiyev	L-39	Seasonally deploy from Gorodnya 25X1
7. Uman [redacted]	Kiyev	FISHBED J/K/L	25X1
8. Ivangorod [redacted]	Kiyev	FISHBED J/K	25X1
9. Verkhnyaya Khortitsa [redacted]	Kiyev	MAYA	New parallel concrete taxiway Jul 82 25X1

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Airfields/BE Number	Military District	Aircraft Currently Assigned	Remarks
Kharkov Higher Military Aviation School			
1. Chuguyev [redacted]	Kiyev	FLOGGER, FISHBED D/F	25X1
2. Lebedin [redacted]	Kiyev	FISHBED	25X1
3. Akhtyrka [redacted]	Kiyev	L-39	25X1
4. Peski [redacted]	Kiyev	L-39	L-39 replaced MAYA in Aug 82 25X1
5. Piryatin [redacted]	Kiyev	L-39	L-39 replaced MAYA in May 82 25X1
6. Palmira [redacted]	Kiyev	MAYA	25X1
7. Kupyansk - Uzluouy [redacted]	Kiyev	FISHBED D/F	25X1
8. Izyum [redacted]	Kiyev	MAYA	25X1
9. Bliznetsy [redacted]	Kiyev	L-39	L-39 observed in May 82 after extensive airfield renovation 25X1
Yeysk Higher Military Aviation School			
1. Yeysk [redacted]	North Caucasus	FITTER A	FITTER A replaced FRESCO, MIDGET, and MAYA in Mar 81 25X1
2. Budennovsk Northwest [redacted]	North Caucasus	FITTER A	FITTER replaced FRESCO and MIDGET in Mar 80 25X1
3. Zernograd [redacted]	North Caucasus	MAYA	25X1
4. Tatsinskiy [redacted]	North Caucasus	MAYA	25X1
5. Bataysk [redacted]	North Caucasus	MAYA	25X1
6. Kamensk-Shakhtinskiy [redacted]	North Caucasus	MAYA	25X1
7. Taganrog Northwest [redacted]	North Caucasus	FITTER A, B	FITTER B observed in Mar 82 25X1
8. Millerovo Northwest [redacted]	North Caucasus	FITTER A	25X1
9. Yegorlykская West [redacted]	North Caucasus	MAYA	Airfield under construction with 24 MAYA present in Aug 82 25X1
Volgograd Higher Military Aviation School			
1. Volgograd/Beketovskaya [redacted]	North Caucasus	MAYA	25X1
2. Log [redacted]	North Caucasus	MAYA	25X1
3. Kotelnikovo [redacted]	North Caucasus	FISHBED D/F and J/K	FISHBED J/K first identified in May 81 25X1
4. Oktabrskiy/Askay [redacted]	North Caucasus	FISHBED J/L/N	25X1
5. Kamyshin Northwest [redacted]	North Caucasus	FISHBED J/K	25X1
6. Mikhaylovka/Staroselye [redacted]	North Caucasus	FISHBED J/K	25X1
7. Morozovsk Southwest [redacted]	North Caucasus	MAYA	25X1
B. Operational Conversion Training Unit			
1. Lipetsk West [redacted]	Moscow	FLOGGER (all models), FITTER H, FROGFOOT A, FORGER, FULCRUM	FROGFOOT A first identified in Jun 82; FORGER first identified in Aug 82 25X1
2. Voronezh Southwest [redacted]	Moscow	FENCER A, B, C, C MOD; FITTER H, FOXBAT B/D	FENCER C MOD first identified in Oct 81 25X1

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Airfields/BE Number	Military District	Aircraft Currently Assigned	Remarks	
C. Independent Training Air Regiments				
1. Ovruch Southwest [redacted]	Carpathian	FITTER		25X1
2. Totskoye [redacted]	Volga	FLOGGER D/J, FITTER H	Extensive aircraft and airfield modernization in 79-80	25X1
3. Bagay-Baranovka [redacted]	Volga	FLOGGER C, D; FISHBED D/F	FAGOT/FRESCO phased out in May 80	25X1
4. Sital Chay [redacted]	Transcaucasus	FROGFOOT A	FROGFOOT A first identified in Apr 81	25X1
D. Bomber Training				
Barnaul Higher Military Aviation School				
1. Slavgorod North [redacted]	Siberian	MAYA, FISHBED	FISHBED replacing MAYA in Mar 82	25X1
2. Slavgorod South [redacted]	Siberian	MAYA		25X1
3. Novoromanovo North [redacted]	Siberian	MAYA		25X1
4. Aleysk [redacted]	Siberian	MAYA		25X1
5. Kamen Na Obi Northwest [redacted]	Siberian	BREWER, MAESTRO		25X1
6. Biysk Northwest [redacted]	Siberian	MAYA	New airfield under construction	25X1
Orenburg Higher Military Aviation School				
1. Orenburg Southwest [redacted]	Volga	MAYA, COKE/CURL		25X1
2. Orenburg South [redacted]	Volga	MAYA		25X1
3. Orenburg Northeast [redacted]	Volga	MAYA, MOD CRUSTY	MOD CRUSTY first identified in May 82	25X1
4. Sol-Iletsk [redacted]	Volga	MAYA		25X1
5. Orsk [redacted]	Volga	MAYA, MOD CRUSTY	MOD CRUSTY first identified in Apr 82	25X1
6. Terensay [redacted]	Volga	BEAGLE		25X1
Tambov Higher Military Aviation School				
1. Tambov [redacted]	Moscow	BEAGLE, COOKPOT Nav MOD, L-39, MAYA, MOD CRUSTY	MOD CRUSTY first identified (at Tambov) in Mar 82; L-39 first identified in Mar 81	25X1
2. Michurinsk Northwest [redacted]	Moscow	MAYA	MAYA replaced BEAGLE in 1980	25X1
3. Tula North [redacted]	Moscow	MAYA		25X1
4. Rasskazovo East [redacted]	Moscow	MAYA		25X1
5. Kirsanov [redacted]	Moscow	MAYA		25X1
6. Priluki [redacted]	Moscow	MAYA		25X1
E. Navigator Training				
Chelyabinsk Higher Military Aviation School				
1. Chelyabinsk/Bakal [redacted]	Ural	CRUSTY, Nav MOD, COOKPOT, and CURL Nav MOD	CURL Nav MOD identified in Mar 81	25X1
2. Kamensk Uralskiy [redacted]	Ural	BADGER		25X1
3. Shadrinsk [redacted]	Ural	CRUSTY		25X1
4. Kustanay West [redacted]	Ural	CUB, COKE		25X1
5. Uvelskiy [redacted]	Ural	BEAGLE, CRUSTY Nav MOD	CRUSTY Nav MOD first identified in Mar 81	25X1

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Airfields/BE Number	Military District	Aircraft Currently Assigned	Remarks
Voroshilovgrad Higher Military Aviation School			
1. Voroshilovgrad Southwest	Kiyev	CRUSTY, COOKPOT, CUB, CURL Nav MOD	25X1
[REDACTED]			
2. Zhdanov West	Kiyev	CUB, MAIL	25X1
[REDACTED]			
3. Kerch/Bagerovo	Kiyev	FISHBED J/L/N, MAYA	25X1
[REDACTED]			
F. Transport Training			
Balashov Higher Military School			
1. Balashov Southeast	Volga	MAYA, COKE	25X1
[REDACTED]			
2. Petrovsk South	Volga	COKE, CURL	New airfield under construction adjacent to old airfield 25X1
[REDACTED]			
3. Rtishchevo	Volga	MAYA	25X1
[REDACTED]			
4. Shepelevka	Volga	MAYA	25X1
[REDACTED]			
G. Foreign Training			
Frunze Higher Military Aviation School			
1. Frunze Northwest	Central Asia	HIND, HIP, HOPLITE	25X1
[REDACTED]			
2. Tokmak	Central Asia	L-39, MIDGET, FRESCO, BEAGLE	L-39 first identified in May 80 25X1
[REDACTED]			
3. Kant	Central Asia	L-39, MAYA, MIDGET, FRESCO, FISHBED	L-39 first identified in May 80 25X1
[REDACTED]			
4. Lugovoy	Central Asia	FISHBED J/K/L, FLOGGER B, L-39, FLOGGER D/F, FLOGGER C	L-39 first identified in May 80 25X1
[REDACTED]			
Krasnodar Higher Military Aviation School			
1. Krasnodar	North Caucasus	FOXBAT, FITTER C/D & J/K, FISHBED D/F	FITTER J/K first identified in Jun 81 25X1
[REDACTED]			
2. Primorsko-Akhtarsk	North Caucasus	L-39, MAYA	25X1
[REDACTED]			
3. Kushchevskaya West	North Caucasus	FISHBED, MIDGET	25X1
[REDACTED]			
4. Novominskaya	North Caucasus	MAYA	25X1
[REDACTED]			

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7. The Air Forces of the MD/GOF use six additional airfields for advanced pilot training on latest-model aircraft (Table 2). Four of these airfields house independent training air regiments where advanced training and tactics are taught, e.g. Totskoye Airfield (Figure 3). The other two airfields house operational conversion training units where experienced crews train on new airframes. (S/WN)

Operational Conversion Training

8. Aircrew training for newly deployed fighter aircraft usually takes place at Voronezh Airfield Southwest or Lipetsk Airfield West, both operational conversion training units. The most advanced Soviet fighter aircraft are normally seen at these two airfields before operational deployment. The FULCRUM A, the Soviet's newest air-superiority fighter aircraft, has recently been identified at Lipetsk West. A high count of 11 was observed on [redacted] (Figure 4; only six are shown in graphic). An exception to the training pattern occurred when 12 FROGFOOT A aircraft were at Sital Chay Airfield for possible aircrew training between April and June 1981 (Figure 5) before initial deployment to Shindand Airfield (BE [redacted]) in Afghanistan for combat operations.

Before this deployment, significant numbers of FROGFOOT A aircraft were seen only at the production facility and at the flight test centers. A second squadron of FROGFOOT A aircraft deployed to Sital Chay in August 1982. The number of FROGFOOT aircraft has continued to increase; as of September 1983, 29 Frogfoot A aircraft were at this airfield. FROGFOOT A aircraft were first seen at Lipetsk in May 1982. In addition to FROGFOOT A aircraft training, Lipetsk West Airfield currently is used to train MD/GOF pilots converting to FLOGGER aircraft and FITTER H aircraft. (S/WN)

9. Voronezh Airfield houses the conversion training unit for ground-attack aircrew transition to the FENCER, including the FENCER C MODIFIED* (Figure 6).³ Before the mid-1970s, FENCER training was conducted at Lipetsk West Airfield; however, overcrowded conditions there probably prompted the move to Voronezh. Some of the aircraft at Voronezh may also be involved in training activities not related to aircrew conversion. Reconnaissance flight training is conducted at Voronezh and all late-model reconnaissance fighter aircraft, except the FISHBED H, are represented there. (S/WN)

10. Four FORGER vertical take-off and landing (VTOL) aircraft were at Lipetsk West in August 1982. This was the first time FORGER aircraft were observed at an MD/GOF-associated airfield. In mid-1981, however, FORGER aircraft were deployed at Shindand Airfield for two months. Until that time, the FORGER aircraft had been deployed

*The FENCER C Mod aircraft has been referred to as the MOD-NOSE FENCER or the MOD FENCER. Unlike the other FENCER models, the FENCER C MOD has a [redacted] meter fuselage plug placed between the forward edge of the canopy and the nose radome and a single wing fence mounted on the outboard portion of each wing glove.³ (S/WN)

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FIGURE 7. CURL NAV MOD AND CRUSTY NAV MOD AT CHELYABINSK/BAKAL AIRFIELD

only to naval units, and crew training had been conducted only at Saki Airfield [redacted]. A few weeks before deployment of the FORGER aircraft to Lipetsk, a VTOL runway was completed at the airfield. Four FORGERS have remained there since, an indication that the Soviets are probably attempting either to consolidate their advanced pilot training or to use the FORGER in a land-based role. (S/WN)

11. The other changes seen at fighter bases of the Air Forces of the MD/GOF involved introducing L-39 (replacing the MAYA) or upgrading to the latest-model fighter aircraft. Similar upgrading is expected as older aircraft are phased out of the inventory. (S/WN)

Tactical Bomber Training

12. Some of the upgrading that has occurred at tactical bomber training fields reflects a new trend in the active aircraft inventory. Tactical bombers, such as the BEAGLE and the BREWER, are being replaced with counterair and ground-attack type aircraft. In accordance, the Tambov and Orenburg higher military aviation schools have almost completely phased out the tactical bomber trainer aircraft and replaced them with the MAYA and the L-39 trainer aircraft. (S/WN)

Navigation Training

13. A number of changes associated with MD/GOF and APVO navigator training have occurred. In March 1981, CURL Nav Mods (an aircraft modified with sextant ports along the fuselage) were identified for the first time at Chelyabinsk/Bakal Airfield (Figure 7). In addition, an upgrade from CUB and CURL to CRUSTY Nav Mod aircraft occurred in January 1981 at Uvelskiy Airfield. In March 1982, the first operational deployment of the Modified CRUSTY (a special purpose navigation/flight training aircraft; the Modified CRUSTY is distinguished by its long pointed nose) was at Tambov Airfield. The Modified CRUSTY has subsequently been seen at Orenburg Airfield Northeast and Orsk Airfield (Figure 8). Modified CRUSTY, CRUSTY Nav Mod, and CURL Nav Mod aircraft are all probably used to provide in-flight navigation training for recent graduates of the navigator schools. (S/WN)

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All applicable satellite imagery acquired from January 1980 through September 1983 was used in the preparation of this report. (S/WN)

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